

OVERLAND CHINA MAIL
(SUNDAY) WEEKLY
MAIL DAY.
Contains the Week's News
of Hongkong and the
Far East.
Price (including postage) in
any part of the world
\$1.25 per month.

The China Mail.

YOUR PRINTING
can safely be left with the
CHINA MAIL.
SATISFACTION ASSURED.
REASONABLE PRICES.

June 29, 1921, Temperature 83

Barometer 29.52

Rainfall 0.35 inch

Humidity 30

June 29, 1920, Temperature 76

No. 18,237

三拜禮

號九廿月六年一十二百九千一英

HONGKONG, WEDNESDAY, JUNE 29, 1921.

日四廿月五酉辛次歲年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

FANS.

THE HOT WEATHER IS HERE
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO., LTD.
(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE
TEL. 482 In Hongkong and Kowloon. TEL. 3552

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO. LTD.
14, Chater Road.

Just unpacked

DUNHILL'S GOODS

Standard Briar pipes
Shell " "
Quaint shaped " "
Ladies' " "
Pipes in cases. "

Cigarette Holders
Oilskin Tobacco pouches
Pipe gloves
Carbon cutters
Tobacco caddies.

My Mixture
Standard Mixture
Cuba Havana Mixture.

TABAQUERIA FILIPINA,
38 Queen's Road Central.

LIQUEUR D'ANIS
L'ANGORA
TONIQUE RAFFAÏCHISSANT.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.
38, QUEEN'S ROAD CENTRAL. TEL. 75.

JUST RECEIVED

DINNER RINGS

OF
UNEXCELLED BEAUTY.

J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

COAL STRIKE SETTLEMENT.

A GREAT PROFIT-SHARING EXPERIMENT.

SCHEMES OUTLINED.

NEW RELATIONS BETWEEN CAPITAL AND LABOUR.

LONDON, June 28.
Mr. Lloyd George announced in the House of Commons that the Miners' Executive has decided to recommend the terms of the agreement to the men with a view to resumption on July 4. He said that the demand for a profits pool had been definitely abandoned. The main feature of the permanent agreement was the establishment of a new system of payment of the wage-earner, namely profit sharing with the employer. He believed that this would be the largest example of profit sharing in any country. Wages would be the first charge on the industry. A standard wage of 20 per cent. above that before the war would be fixed and after the wages other costs would be satisfied. The owners would receive £12 for every £100 paid in wages and if there were further proceeds they would be divided, the workman receiving £83 and the owner £17. The settlement will last until September 30, of 1922. It is believed that it will result in unexampled harmony in the coal industry.

GOVERNMENT GRANTS SUBSIDY.

Operation of the arrangement at the outset would create great difficulties in certain important districts. Exporting districts which had been hardest hit during the last six months deserved special consideration if economic conditions were to be allowed to have full play before the industry had time to recover. Wages in South Wales would be reduced on September 6 daily. The owners, supported by the miners, pressed the Government to assist in restarting these pits and convinced the Government that resumption would be very partial without assistance. It was arranged that there should be an immediate reduction of 2/- a shift with an additional stipend in August and September respectively. Beyond that period the permanent agreement would operate and the subsidy of ten millions which the Government had decided to grant would not be concerned therewith. In districts where Government aid is necessary or where wages are reduced by settlement the owners have agreed to forego three months' profits under the profit-sharing scheme. Finally a national board will be established consisting of equal numbers of miners and owners, also district boards to which disputes will be referred.

NEW ERA OF INDUSTRIAL PEACE.

Mr. Lloyd George made an appeal that nothing should be said that would increase the difficulty of the task of the Miners' Executive. The settlement was a permanent business experiment. No such experiment had ever before been applied to a great industry on such a scale. He hoped it would create new relations between capital and labour. He emphasised the startling reduction of output in this basic industry making the introduction of a new spirit essential which would revive the export of coal and enable British industries to produce goods and compete in the markets of the world. Under the co-partnership arrangement wages and profits would depend on improvement of the industry. Hence, though the conflict was very costly and destructive, if the new system worked for a spell of goodwill it would amply repay the nation for all the damage and open a new era of peace in all industries.

ADVICE TO TRADE UNIONS.

Mr. Asquith said that the House would take a grave responsibility if it refused the Government authority to grant a subsidy.

Mr. Clynes urgently hoped that the miners would agree to the recommendation of their leaders and accept the settlement which would have a very important bearing on the future relations between employers and employed. Mr. Clynes appealed to the whole of the trade union movement to learn the lesson of the folly of their methods in this dispute and the obsolete character of their machinery. He appealed to trade unionists to have greater faith in their leaders.

Mr. Austen Chamberlain said that a vote of £10,000,000 would be submitted on July 1.

Several members said that speeches or discussion on the vote might incite the miners and prevent a resumption of work on July 4. Consequently it was arranged that the vote should not be discussed on July 1, but should be discussed at the report stage on July 7.

ANGLO-JAPANESE ALLIANCE.

DISCUSSION AT THE IMPERIAL CONFERENCE.

BRITAIN AND AMERICA.

LONDON, June 28.
The discussion of the Anglo-Japanese Alliance initiated by Mr. Lloyd George at yesterday's Imperial Conference was resumed to-day. Contrary to some reports it is understood that there is a consensus of opinion in favour of renewal. It is believed that the Indian objection to the treaty on the ground that one *raison d'être* was the possibility of trouble in India will be easily overcome. Views apparently centre around the course to be pursued in order to maintain and strengthen friendship with America and the necessary amendments to bring the Alliance into conformity with the League of Nations Covenant.

COTTON MILLS WORKING AGAIN.

LONDON, June 28.
In East Lancashire many cotton mills resumed work yesterday. At Accrington 2,000 weavers started again, and at Burnley and Darwen 40 and 50 per cent. respectively of the mills are working.

DEMPHY-CARPENTER FIGHT.

JUDGE REFUSES INJUNCTION TO STOP CONTEST.

New York, June 28.
A Jersey City judge has refused an injunction to stop the Demphy-Carpenter fight.

ROOSEVELT'S ATTORNEY GENERAL DEAD.

BALTIMORE, June 28.
The death is announced of Mr. Bonaparte, Attorney General under President Roosevelt.

THE DOLLAR.

To-day's closing rate 2/7 1/8

To-day's opening rate 2/7 1/8

SUN LIFE HAS JUBILEE.

FOR ITS FIRST FIFTY YEARS.

The following condensed story of the Sun Life of Canada appeared in the *Montreal Daily Star* of May 2.

"Exactly fifty years ago to-day, the refusal of a giant American insurance corporation to conform to the Canadian law, which demanded a \$500,000 deposit from all foreign insurance companies doing business in Canada, occasioned the launching, in modest and unpretentious form, of the company which to-day flies the blue and white flag over its palatial premises on Dominion Square in celebration of its jubilee day—the Sun Life Assurance Company of Canada. The original charter of the Sun Life Assurance Company of Canada lay dormant for five years. Then, according to the story related at the offices of the company, the refusal of the American company which Mr. Gault represented to put up the necessary deposit of \$500,000, caused Mr. Gault to think of the young Canadian company again. He had offered to put up the deposit himself, but the New York firm was adamant.

He then set to work stirring up fresh interest in the Sun Life, and in May, 1870, and again on April, 14, 1874, amendments were made to the charter of the company, which finally settled in to business fifty years ago to-day. In the interval, the Fenian troubles of 1866 had caused many of those who later joined in building the company's earlier business, to shrink back in distrust of their home. During this period, the Franco-Prussian war was won and lost, the German Empire took its first shape, and the Provisional Government of Red River had been formed in Western Canada, with Louis Riel as its first president.

Mr. Gault was the first managing director of the company, refusing to take any salary for his first year's services in this capacity, although a thousand of his per cent was paid on the capital for the first year. The company's first home was in a single room in Mr. Gault's office in the Barron Block. By this time Henry Thomas and James Ferrier had severed their connection with the company and were replaced by George Winks and A. F. Gault. Some little time afterwards, the Barron Block was destroyed by fire, and the company next found a home at 164 St. James Street, opposite the present Star office.

The first president was Thomas Workman. Early in his period of office, it was felt that the company needed the collaboration of a practical life insurance man to look after its internal affairs, and the services were secured of Robertson Macaulay, then with the Canada Life in Hamilton. Mr. Macaulay entered the service of the company as secretary, and is undoubtedly the one man who, more than any other, can be described as having made the Sun Life. He was who, by his breadth of vision, sound judgment and knowledge of the business, laid the foundation of the success of the company.

From secretary, Mr. Macaulay became manager, and finally president. One of his greatest innovations, not only to the Sun Life but to the life insurance business generally, was the unconditional policy—an insurance policy which places no restrictions whatever on the holder's right to travel and general mode of living or occupation. This and the introduction of an extensive foreign business were the starting points of the company's prosperity.

Mr. Macaulay realized that a company which confined its activities to Canada was bound to have but a restricted scope, and as a result the Sun Life was the first to branch out into other countries, with the result that the company now does business in the West Indies, South and Central America, China, India, all parts of the British Empire with the exception of Australia and several other countries.

A comparison of the company's earlier years with its business for the past year shows a record of progress. The first year's premiums amounted to \$26,318, and covered assurance to the amount of \$727,350. Last year's new policies amounted to \$105,881,266.23 and the total amount of assurance now standing on the company's books is \$485,641,235.17, or \$70,222,773.15 more than the previous year.

The present president of the company, T. B. Macaulay, son of the late Robertson Macaulay, entered the company's service as a member of the office staff. He became secretary, acting secretary, and managing director, and on the death of his father took up the reins of office as president of the company.

BUSINESS NOTICES

"LEVITO" SILK SHIRTS

Are made in England of very best quality English Silk. The workmanship and finish throughout is of the very best, and we guarantee absolute satisfaction.

"Levito" Silk Shirts are in Plain White or Holo only and with each Shirt is included a Smart Shape detachable Collar.

Previously we have had to sell these @ \$17.50 each but we are pleased to advise we can now supply "Levito" Silk Shirts from new stock just received @ \$13.50 each.

MACKINTOSH & Co., Ltd. Men's Wear Specialists.
16 Des Voeux Rd. Tel. 28.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 345

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Graeco Egyptian Tobacco Store.

Or from

The Gladale & Tarramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2843.

TAILORING.

DISS BROS.
ALEXANDRA BUILDINGS.

JUST RECEIVED

A LARGE CONSIGNMENT OF

KODAKS

FILMS & ACCESSORIES

ALSO

DEVELOPING & PRINTING

BY EXPERTS

WITH

PROMPT SERVICE

AT

THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

Phone 198

C. P. Goetz Cameras, Lenses, Binoculars,
Fox Typewriters and 7 lbs. Portables.
Inspection at A. TAYLOR & CO.

HALL, LAW & CO., Sole Agent

4, Lee Yuen Street East. Phone 3217.

DONNELLY & WHYTE.
WINE MERCHANTS.

Tel. 324

Tel. 324

NOTICES

General and Lady Kirkpatrick, Mrs. Bird, Dr. Carruth, Col. Nicholson, Miss Egan and other members present all helped to make Miss Bowen's drawing room really a glorious scene, the harbor a very pleasant little place and one was not sorry for the time spent either with the pictures or the revel.

SPARKLING MINERAL WATER.



An exact reproduction of a well known sp. Blends perfectly with spirits, especially Whisky.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS

Telephone No. 438.



TELEPHONE 346

JUST ARRIVED
FROM PARIS
EVENING AND AFTERNOON
GOWNS.

ALSO
OUR NOTED
SILK HOSIERY
AND
AMERICAN LADY
CORSETS.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.

60, Des Voeux Road, CENTRAL.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, JUNE 29, 1921.

OUR CORRESPONDENTS.

It has always been our policy to encourage public opinion to express itself in letters to the newspapers, and we have repeatedly announced that the China Mail is an ever open forum for all ideas. Thus it is rather important that we should make some reply to yesterday's correspondent who accused us of "suppressing" a letter he sent us. The "first letter" he refers to was a long thing, a scathing critique of the conduct of the China Mail, of which it was difficult to make "head or tail." When "Rek Rab" says that we "printed parts" of it, he does not mention that we selected the parts least complimentary to ourselves, which considerably qualifies his suggestion, because parts of his letter were mere flattery of the China Mail. If we did not print his reply to our reply, it was because we realized that we ought not to bore our readers with an issue of interest only to ourselves. The forum is open, let it be understood, for ideas of interest to the public. That means that first of all a letter must contain an idea, and not be merely a repetition of a leading article; and secondly that we must be allowed to decide when the public interest in a subject has been exhausted. For example, a letter we refused to publish this week, by "Fortis est veritas," had some quite excellent ideas in it, but as it referred chiefly to the question of how we should receive a visitor who had already left the colony, and as its writer himself hoped that now the visitor had gone the matter might be dropped, it seemed ridiculous to print it. "Rek Rab" will observe, we trust, that when he addresses us on a

subject of such public interest as house rents, and sticks to the point, we give his letter word for word and allow it to speak for itself, reserving our own comments upon it till the next day. Thus his ideas have a day's start, and a chance to live. From our point of view it is unfortunate that his suggestion that we are not fair to our correspondents should have this start. For a lie is very hard to catch up. It has a Phoenix trick of reappearing from its own ashes. However, as our reputation for fairness is well established, perhaps we need not worry; and can turn to his arguments about landlords and our alleged unfairness to them. Where, we must demand to discover in our columns any "sweeping condemnation of the house owners as a class"? We have had only two references since the Governor's announcement of his intention to stop rent profiteering, and in one of them we took the trouble to say this:—

"We are not shutting our eyes to the existence of a number of decent landlords. We can the more cheerfully admit their presence because they put in a stronger light the outrageous behaviour of the bad ones, and are evidence that that outrageous behaviour was not forced upon the people guilty of it. Because if one set of men could afford to be fair, the others could."

We cannot imagine any way of putting it clearer that we do not sweepingly condemn the lot, whereas our correspondent's letter was a sweeping away of the Governor's opinion, and of ours, and of everybody's but his, and a sweeping suggestion that all Hongkong house owners are innocent and offensive creatures who have been maligning.

He asks why the Government should not also control the prices asked by tailors, shoemakers, dairy farmers, and caterers. Never was an easier question for us to answer offhand. The answer is that we

don't know. If "Rek Rab" could persuade the Government to do so, we wish him Godspeed. We would even lend a hand, if we thought success possible. Even now we can hardly believe our good fortune in finding the Government so minded towards rent profiteers. As a rule, we are for a minimum of Government interference with anything. That is the ideal. The reason-detre of any Government at all is the apparent inability of man as a social animal to "play the game." So long as he makes any shape at playing it, the less Government meddles the better, and what is called the law of supply and demand will work out its own rough approximation to justice. But where any section of men are playing the game by their neighbours, it is the Government's duty to intervene. The local circumstances became too glaring, our Governor's hands were forced, the Government does its duty. It is for "Rek Rab" to show that profiteering among the tailors, dairy farmers, etc. is as glaring. Should the Government be convinced of that, following this precedent, it would probably intervene.

But our correspondent's analogy of houses and clothes is not so close as he seems to imagine it. We must have both, but there is a difference of degree. It is true we cannot all pretend that a mansion on the Peak is a necessity to us, but we must have a weather-proof shelter that obeys the requirements of the Building and Sanitary Authorities. In the case of clothes, the law insists only on a decent covering of our nakedness, and it would be quite a cheap matter to satisfy its requirements. People who want to be "in the fashion," as regards cut, and freshness, etc., must be prepared to pay when such luxuries happen to be dear. A habitable house is a necessity; what they would call a "good" suit of clothes is not. A rich man's outfit is all we really need, and it would probably be much more comfortable, as well as cheaper, than the ornate rags and haberdashery we carry around with us. Our correspondent's nonchalant air that we should "take a cheaper place, a flat," is delightful. Lots of readers will take it, if he will complete his advice by giving the addresses. It is the profiteering in rents of housing accommodation for people of small means and modest requirements that we have been mad at all along. We have never permitted ourselves to worry about what the tenant of a mansion on the Peak may be asked to pay.

Now as regards the suggestion that the Government is as great a sinner when leasing land. We hold that there is a distinct difference. The Government represents the community. If it take the increment in the case of an urban lot, which the presence and demand of the community has made, what happens? The community gets it. The "unearned increment" that belongs to the community has come to the community, in the only way it can, as an easement of taxation. In the case of rent profiteering, the increments made possible by the presence and demand of the community, and impossible in their absence, go into private pockets. The two cases cannot be lumped together.

THE MOTOR CASE.

TELEGRAPH EDITORIAL LOGIC.

THE MOTOR CASE.

TELEGRAPH EDITORIAL LOGIC.

TELEGRAPH EDITORIAL LOGIC.

TELEGRAPH EDITORIAL LOGIC.

TELEGRAPH EDITORIAL LOGIC.

LOCAL AND GENERAL.

Among the local residents who returned to the Colony by the s.s. "Nile" yesterday, were Mr. and Mrs. M. A. R. de Souza, Mr. J. M. V. Remondos and Mr. J. P. Morais.

In an interview with a Press representative, recently, Archdeacon Wakeford said that he had decided to take up mission work in China was without foundation.

Among the passengers who arrived by the China Mail steamer "Nile" yesterday, were Mr. J. F. Marais, General Agent of the United States Shipping Board at Manila.

Knocked down by motor car No. 26, on Wanchai Road, yesterday afternoon, a Chinese woman was removed to the Government Civil Hospital suffering from injuries to her legs.

Today is St. Peter's Day in the Anglican Calendar. The Patronal Festival of St. Peter's Church West Point will be observed until after Sunday next. A Special announcement appears in our advertising columns.

The King Edward Hotel building, which stands on an area of 7,500 square feet has been sold to a Chinese syndicate, headed by Mr. Lo Kwai-chien of Wing Lok Street. It is stated that when the lease of the Hotel expires in three years' time the whole block will be converted into business offices.

The National Gallery, it is understood, are considering the advisability of devoting a room to Eastern art. There is a difficulty in obtaining pictures from Japan owing to the fact that they are not now allowed to be exported from that country. America, however, owns a large number of fine Japanese prints.

Says the *Singapore Journal of Commerce*:—"In view of the number of rumours which are spreading, the Chinese police have been ordered to double their patrols in important places after 8 p.m. nightly. Detectives have been posted at the wharves and railway stations with orders to arrest suspicious persons."

The Pacific Mail s.s. "Golden State" sailed from Manila on June 28 (p.m.) and is expected to arrive at Hongkong on Thursday (a.m.) Strife conditions caused this steamer to be despatched from San Francisco five days later than schedule. However, she has been able to make up that time and arrive at Hongkong as originally scheduled.

Mr. Albert Smith, an Englishman and a first class passenger on the "Shidzuka Maru," drowned himself by jumping from the port hole of his cabin into the sea about 9 o'clock on June 15 just before the boat reached Moji from Kobe. After the incident the boat dropped anchor and a search was made for his body. It was not recovered, however, and the Moji water police were informed.

Mr. Cecil Harmsworth, Under Secretary of State for Foreign Affairs, replying in the House of Commons on May 19, to Mr. Ormsby-Gore, said his Majesty's Government had learned that Dr. Sun Yat-sen had been elected President of the Chinese Republic by the old Parliament, which did not recognise the existing Government at Peking. There was no information that he had been recognised by any foreign Power.

A very interesting little ceremony took place at the Club House of the Hankow Club shortly after midday on Saturday last, when Admiral G. H. Borett, C.B., presented the club with a sovereign of H.M.S. "Kinsara." The memorial chosen for Hankow is one of the seats of arms that formerly used to decorate the paddle boxes of this well-known vessel. Mr. W. E. Harrison, accepted the present on behalf of the club, and responded fittingly to Admiral Borett's appropriate little address.

In the course of the discussion in the House of Commons on the housing position Mr. Gershom Stewart, of the Wirral division of Cheshire, who was a resident of Hongkong for many years, told a story of a "caravan city" on the borders of the Irish Sea in his division. It began as a holiday camp for young people. Now there were 1,000 or more caravans; there on wheels and in a few weeks these would be supplemented by several thousands of tents. "Being on wheels, the caravans escaped rates." He was told of one as big as a military hut, on specially low wheels.

The Wo Ping Theatre, opposite the Central Market which has previously been used as a Chinese playhouse has been secured by Hongkong Amusements Ltd., as an addition to their already big list of cinemas. Seating nearly two thousand, the new theatre has a large and airy dress circle which is now being adopted for the use of Europeans. The place is being redecorated and renovated through out. The first performance will take place on Friday and will include a play featuring Jack Dempsey, a Harold Lloyd Comedy and a vaudeville act. The highest price charged will be 60 cents.

DUTIABLE CIGARETTES.

LABELLED JOSS STICKS.

SHIPPING COMPANY'S LIABILITY.

The question of a shipping company's liability for the transportation of wrongly labelled cargo, was argued before Magistrate Grime yesterday afternoon, when the Yuet On s.s. Co. owners of the s.s. "Chuenchow," were summoned by the Superintendent of Imports and Exports, for having allowed the vessel to be used for the transportation of dutiable cigarettes, labelled and consigned as joss sticks.

Mr. N. L. Smith said that five large cases came as ordinary cargo from Macao to Hongkong. The Department had information and waited for them. The cases were found to contain cigarettes although they were labelled and were shown on the manifest as joss sticks. The officers of his Department tried to get some information from the consignor of the ship and others. It was felt that the consignor must have known where the goods were going to otherwise he could not make delivery, but he gave no assistance, and therefore, he, as Superintendent, authorised the prosecution of the shipping company, as it seemed to him that their silence was tantamount to a confession.

The Magistrate: Left you no other alternative, you mean?

Mr. Smith: Yes.

Mr. M. K. Lo (for the defendants): I do not admit that that was a correct statement of the facts. When Mr. Smith says the Company gave no assistance, he means that the Company said that they were unable to give any assistance.

Mr. Smith: Oh! quite.

Mr. Lo: I should like to ask your Worship not to have any prejudice against the Company arising out of Mr. Smith's opening statement. Mr. Lo went on to say that it was a common practice in the Hongkong and Macao trade, where time pressed, to consign cargo with a letter and for the cargo to be collected at Hongkong by a man who came producing the proper chop of the consignee. The shipping Company told the police that the consignee was coming to take delivery.

"I think," commented Mr. Lo, "he would have come if the detectives had not been sitting all round the cargo, and, that being so, nobody but a blithering idiot would have come."

The Magistrate: At whose risk does the shipping company carry on the practice you have described? They might find themselves in unlawful possession. You can hardly expect the Government to relax their regulations in order to facilitate your business.

Mr. Lo remarked that the shipping company might give the police a certain address; the police might go there and find it to be a fictitious one.

The Magistrate: I cannot see what course is open to Mr. Smith other than this.

Mr. Lo: I understood you to admit that the cigarettes were smuggled.

Mr. Lo: Not at all. I understood from Mr. Smith that it is not alleged that we knew that the cases contained tobacco, nor that we were parties to the fraud. It is not suggested that there is any evidence of guilty knowledge and it is admitted that the cargo was to all appearances "joss sticks." If that is admitted by the prosecution, as I understand it, I do not know what I can here for at all. I think it will be a waste of time to take evidence.

company may be, they are to blame if any tobacco is imported duty free? It is a very important case affecting shipping companies.

Mr. Smith: In any offence there must be either malice or willful neglect. There are certain suspicious circumstances—the method by which the cargo came on board and the fact that the consignor has told us nothing.

Mr. Lo wanted Mr. Smith's remarks entered on the depositions. The Magistrate said he saw no reasons for doing that, as he might find that an offence had been committed apart from Mr. Smith's reservations.

Mr. Lo said he thought he was entitled to what he had asked for; if there was an appeal it was important to know at what point the prosecution started in case they changed their grounds later on.

The Magistrate: I am glad to have Mr. Smith's opinion on the subject, but I can't accept it. All I can go on is the wording of the section.

Mr. Smith: I think it will clear matters up; if I say that shipping companies are not expected to open every case and pry into them, and see that eggs are marked and not marked something else, I admit that it is very good to the other side.

Chief Revenue Officer: Want gave the number of cigarettes in the five cases as 76,750 and the duty payable as several hundreds of dollars.

Mr. Lo: Supposing the shipping company did not know that the packages contained tobacco, but took them for joss sticks, what would be the proper return to make? It is not a condemnation, Inspector. What would you do if you were the shipping company?

C. P. O. Watt: I would certainly put it in the general cargo manifest as joss sticks.

Supposing afterwards, clever detectives found them to contain cigarettes and prosecuted you for not reporting to the Superintendent, what would you think?—In this case, I think they should have thought there was something suspicious about the way the goods were shipped.

How, "suspicious"? Come on, let us know all about it. How were they shipped?—They were shipped in Macao.

Is that suspicious?—No, but it is very suspicious that the consignor comes down on another faster steamer and not on the same boat that the cigarettes were on.

Do you think that suspicious?—I do.

Would you as a detective try to find out why he did that?—Yes. I tried to find out and got no assistance from the consignor.

Mr. Lo said that the officials of the ship denied that the Chinese detective had been told that the consignor was coming by another ship to meet the goods; if it had been true, he suggested that the detectives would have tried to follow up the scent.

The Magistrate: He did follow it up.

Mr. Lo: He says he didn't through your clients.

Mr. Lo submitted that there was no case to answer on the evidence. The section contemplated knowledge on the part of the charterer, captain or any other person mentioned. It contemplated violation on the part of the captain to report or not to report. It was for the prosecution to prove that the tobacco was imported knowingly. Mr. Lo pointed out that only in the Opium Ordinance was there a clause throwing the onus on the defendant to prove bona fides.

HOW PUDDENHEAD GOT HIS NAME.

HONGKONG NEWSPAPER HUOOUR.

Mr. Wilson the lawyer was getting acquainted with the rural community that was, he hoped, to provide him with clients. The talk was interrupted by the yelping or howling of a mongrel dog. "I wish I owned half that dog," remarked Mr. Wilson. The natives looked at one another, with raised eyebrows. One asked why half? Mr. Wilson said because he would have the right to kill his half. When he had gone, Mark Twain showed those yokels gravely discussing the new arrival. They reckoned he must be intellectually inadequate, and decided to name him "Puddenhead" Wilson.

"Roderick Random" in this morning's *Daily Press* offers an equally precious contribution of that genre. He is quite convinced that the *China Mail* staff includes a Puddenhead, and he doesn't intend a compliment, either.

Here are his delightful remarks, which we are hoping to see supplemented.

"Some people are said to need a surgical operation before they can see a joke. The *China Mail* had a paragraph in its Monday's issue headed 'Seeing the Joker.' But it would have been more correctly entitled 'Obscuring the Joker.' It related to a paragraph extracted by the *Daily Press* from Saturday's *China Mail* which, in summarising the contents of the *Government Gazette*, solemnly stated that 'according to Mr. Clayton, director of the Royal Observatory, there were 31 sunrises and 31 sunsets in July.' Apparently the *China Mail* is unable to appreciate the humour of the paragraph which provoked the facetious comment in the *Daily Press*, for it most solemnly declares that the comment will not pass, the Editor of the *Government Gazette*, from repeating these reports every month!"

It is tedious to dissect a joke. The point of it is: Does it need the authority of our local Astronomer Royal for the statement that in a month of 31 days there were 31 sunrises and 31 sunsets? The paragraph, be it noted, also said that this had occurred in the month of July—in what year the writer omitted to mention. But ever since the world has had a month of July of 31 days, the general public will take it for granted that the records show in that month 31 sunrises and 31 sunsets! What the Director of the Observatory really supplied to the *Government Gazette* was the times of sunrise and sunset for each day of next month—a most useful table of information. When the month of July has more, or fewer, than 31 days, and sunsets, no doubt, the observations of Mr. Clayton on the phenomenon will be well worth a paragraph."

It may be tedious to dissect some jokes, but when the dissection itself is the cream of the joke, what then? Mark Twain didn't expect his readers to scream over Mr. Wilson's jest about killing half a dog; but he probably did think they ought to be amused by the solemnity with which the media quipped that you cannot kill half a dog without damaging the other half.

"Roderick Random's" discovery that since there are 31 days in July, there must be 31 sunrises and 31 sunsets in it is, as we solemnly admit, substantially correct. His accusation that the *China Mail* couldn't see the humour of its own witicism is perhaps a little forced; but there it is—tedious to dissect a joke."

WHY IS "MR. FREEKED TO A MAN'S NAME?"

At a time when men were called by their Christian names or surnames, the word "Mister" was applied as a sort of title to those who learned a trade of "mystery"—persons who were looked upon as being of a higher rank than common labourers or farm hands. As time passed, the necessity of the state equivalent of "mystery" came to be more and more recognized—at first by the use of the word "master," and later by the growing popularity of "mister."

Then, by one of those strange quirks which frequently occur in growths of languages, "Mister" came to be corrupted to "Missis," and finally the two titles were shortened to the recognized abbreviations "Mr." and "Mrs." Incidentally, the feminine form of "Mister" is one of the curiosities of the English language, since, as Walker says, "to pronounce it as it is written is full 'Missis'—or even as it has been contracted into 'Missis,' appears quaint and pedantic. One has to slur it, and injects a 'y' sound so that it would appear if written in full as 'Missy'."

STOMACH AND LIVER TROUBLES.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Do not suffer from indigestion or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

Tel No. 133
1, QUEEN'S ROAD, CENTRAL
HONGKONG

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 1 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
Bank Holiday Excursion, 1st July, a.s. "SUI AN" leaves Hongkong at 9 a.m. and returns from Macao at 4 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Poon, Oong & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FIGURE having been reopened for traffic, cargo is also accepted for this port as through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.
Via SINGAPORE, PENANG AND COLOMBO.S.S. "CILICIA" Sailing on or about 10th August.
Cargo only.

FOR SHANGHAI

S.S. "CILICIA" Sailing end of July.
Passengers Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passengers and Cargo Service to

SOUTH AFRICAN PORTS
FROM COLOMBOS.S. "UNKUZI" Sailing about July 30th.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU Sailing Wednesday, 15th June.

BUENOS AIRES—Brisle, Juncos, Surcouf, Marmora, Dardanelle, Cape Town via Singapore.

TACOMA MARU Sailing Friday, 15th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

NARADA MARU Sailing Sunday, 3rd July.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

BUSHO MARU Sailing Friday, 1st July.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & WELLINGTON—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARIZONA MARU Sailing Saturday, 8th July.

ARIZONA MARU Sailing Wednesday, 20th July.

NEW YORK via PANAMA.

HAYANA MARU Sailing Thursday, 14th July.

NEW ORLEANS via SOEZ.

JAPAN PORTS—Shanghai, Yokohama and Kobe.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU Sailing Sunday, 3rd July.

TAKAO via SWATOW and AMOY.

BOSU MARU Sailing Thursday, 3th June.

For sailing dates and further particulars please apply to:

Y. YASUDA, Manager.

No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "DEUCALION" Sailing via Suez Canal 2nd July.

S.S. "CITY OF NORWICH" Sailing via Suez Canal 10th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON BEISS & CO., CANTON.

SAILINGS FROM HONGKONG.

S.S. "VICTORIA" Sailing on or about 30th June.

For Freight and Passage, apply to:

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

Telephone No. 2297 114, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TIENTSIN

AMOI AND SHANGHAI

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHANGHAI AND TIENTSIN

SHIPPING



HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Man) K. YOKOHAMA, YAMAGUCHI & MONTREAL.

PACIFIC STAMPAK HONGKONG VANCOUVER

E. Japan July 13 Aug. 3 E. France Aug. 13 Aug. 19

E. Asia July 13 Aug. 3 E. France Aug. 13 Aug. 19

E. Russia Aug. 13 Aug. 3 E. France Aug. 13 Aug. 19

Monteagle Aug. 23 Sept. 13 Melita Sept. 23 Oct. 1

E. Asia Sept. 13 Oct. 3 E. France Oct. 13 Oct. 19

E. Japan Sept. 20 Oct. 11 E. France Oct. 13 Oct. 19

E. Russia Oct. 13 Oct. 31 Victoria Nov. 11 Nov. 20

Monteagle Oct. 23 Nov. 13 E. Britain Nov. 23 Dec. 1

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address: GACANPAC.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 15th Aug. 5th Sept. 8th

HONGKONG to MANILA

S.S. "NANKING" August 30th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURIDGE, FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, 100, HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1884.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF First Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SAILING: HONGKONG (Capt. W. H. Stewart) FRIDAY, 1st July, at Noon.

HAIKONG (Capt. W. Cooper) TUESDAY, 5th July, at Noon.

HONGKONG (Capt. W. O. Patterson) FRIDAY, 8th July, at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Hakea Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK via SUEZ.

"OCEAN MONARCH" Sailing via Suez 16th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through bills of lading from HONGKONG to BELLAIR, DELAGUA BAY, DURBAN (Gates EAST COAST), PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MARINE ARMS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILING SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For SHIPPERS: SAILA.

LONDON, GLASGOW, ROTTERDAM, CITY OF BRISTOL.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS' DUTY.

FROM HONGKONG.

July 4—R. F. Menlo.

July 4—J. O. J. L. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.

July 4—R. F. Tibodas.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMOI.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

FOOCHOW.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SHANGHAI.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

TIENSIN.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

TSINGTAO.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

PUKOW.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

TAKAO.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

KEELUNG.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

HAIPHONG AND HOIHOW.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SAIGON.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SINGAPORE.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

MANILA.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

PHILIPPINE ISLANDS, ETC.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SANDAKAN.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

JAVA PORTS, ETC.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

INDIAN PORTS, ETC.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

CALCUTTA.
(Via Rangoon).
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

BOMBAY AND COLOMBO.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AUSTRALIAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SYDNEY AND MELBOURNE.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

JAPAN PORTS.
June 30.—O.S.K. Soshu Maru.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

BRINDISI, VENICE & TRIESTE.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

EUROPEAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

LONDON.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

VANCOUVER.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

AMERICAN PORTS.
July 1.—D.L. Hailong.
July 2.—O.S.K. Soshu Maru.
July 3.—D.L. Hailong.
July 4.—O.S.K. Soshu Maru.
July 5.—D.L. Hailong.

SERVING WITH THE EAR.

NATURE'S SOUNDS.

BLIND MAN WHO WORKS AT NAMING PARK TREES.

A man in the North lost his sight at the age of 22. He took to walking about the roads, and listening to the sounds of life around him.

Now he can recognise the trees by the sound of the wind blowing through their leaves, and the noise of the rain upon a field tells him whether it is fallow or cropping.

He was engaged by the Park Committee of three large Northern cities to name the trees in their parks for them.

This was a remarkable instance of the "second sense" possessed by the sightless, related to the Daily News by Mr. Adolphus Duncombe, President of the Guild of Blind Gardeners.

"I should like to have a great garden and staff full of blind gardeners," he added earnestly.

"I cannot overstate the psychological value of gardening as an outdoor occupation for the blind," said Mr. Duncombe, relating further instances in which garden work has been taken up with success.

"One man, who is totally blind, has an allotment and sells his produce, besides doing three days' gardening a week on a gentleman's estate. Another is a farmer, and supports his family by his work."

"We need funds to establish a Training School of Gardening and Farming, and it is to appeal to public sympathy that we are organising the meeting."

One victory the Guild has already won. At the National Rose Show this year there will be special prizes for blind gardeners, and a special ten will be devoted to produce of all kinds grown by blind gardeners.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

Sept. 14.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.
20.—C.P.O.S. Empress of Russia.
Nov. 2.—R.F. Talbybuis.
15.—C.P.O.S. Empress of Russia.

BANKS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

CAPITAL U.S. \$ 4,000,000
SURPLUS & UNDIVIDED PROFITS U.S. \$ 1,489,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.
Quarter hour 10 cents
Half hour 20
Three hours 50
Six hours 70
Day (8 a.m. to 6 p.m.) \$1.00

If the trip is extended beyond Victoria, half fare extra.
Between the hours of 8.30 p.m. and 5 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.
Hour 60 cents
Three hours 1.00
Six hours 1.50
Day (8 a.m. to 6 p.m.) 2.00

III.—In the Hill District.
With 2 Bearers With 4 Bearers.
Quarter hour \$0.15 \$0.20
Half hour 0.30 0.40
One hour 0.50 0.80
Two hours 0.80 1.00
Three hours 1.00 1.50
Day (8 a.m. to 6 p.m.) 1.50 2.00

IV.—In the Island of Hongkong, if engaged in Victoria.
Ten minutes 5 cents
Quarter hour 10
Half hour 15
One hour 20
Every subsequent hour 20

Note.—If the vehicle be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 5 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 5 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.
Quarter hour 5 cents
Half hour 10
Hour 20
Every subsequent hour 10

III.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

IV.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

V.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

VI.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

VII.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

VIII.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

IX.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

X.—Tsimpo Road.
Twenty cents shall be added for each extra lot, or part of an hour if the hire causes the journey to take longer than—
4th mile 70 cents 1 hour
return \$1.00 2 hours
Beyond 4th to 6th mile 1 hour
return \$1.50 4 hours
Beyond 6th to 8th mile 2 hours
return \$2.00 6 hours
Beyond 8th to 10th mile 3 hours
return \$2.50 9 hours
Beyond 10th to 12th mile 4 hours
return \$3.00 12 hours

Fares for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one vehicle, with three coolies from 12th Mile Ferry.

XI.—Tsimpo Road.

